



TO: Cheryl King

FROM: John Crocker

DATE: August 21, 2008

SUBJECT: Notes on Project Segment Data Information Sheet

*This document provides the context and background for the detailed project segment information sheets in the August 28 Transit Planning Board Package.*

1. This document is supplementary information for the August governance discussion. The different segments can be viewed as “building blocks” from which the Concept 3 Vision plan was created.
2. The ridership and passenger miles estimates were obtained from the ARC Regional Travel Demand model. The context of the information is “systems level” decision-making. Without substantial effort to perform sub-regional modeling similar to the standard required by an FTA alternatives analysis, it is difficult to support the use of this information for “project level” specific decision-making or ranking. The estimates provided are meant to provide a gauge at how different project segments perform at a highly conceptual level with the caveat that the decision-maker should avoid narrow comparisons or judgments at the project-specific level. **This information works best when used as a barometer of feasibility.**
3. The Regional Travel Demand model will be recalibrated with data from a new Transit Origin and Destination On-Board survey which is anticipated to be soon. This recalibration will help advance Concept 3 project specific planning for implementation following adoption.
4. Some Summary Points of the Analysis:
  - a. Within and as a system, the Commuter Rail, Regional High Capacity Rail (LRT or DMU), Heavy Rail, Arterial BRT, and Freeway BRT each have a consistent positive ratio of benefits to costs.
  - b. The Regional Suburban Bus is designed to provide connecting services to government centers and hospitals and is located in areas without current transit service. Therefore its lower performance is related to its function as providing connections to essential destinations such as government centers and hospitals.
  - c. The projects in the region’s core – existing HRT segments, Concept 3 Arterial BRT segments with existing bus service – usually are among the best performers. It is likely some of the suburban routes could perform better once the update of the Regional On-Board Transit survey is completed in 2009/2010.
  - d. The existing heavy rail system is projected to have the largest number of boardings of any of the systems.
5. The benefits were calculated using the methodology in the “**Report on the Potential Impact and Benefits of Concept 3**” from July 24, 2008.